

FOR THIS CHAPTER,
I THINK YOU SHOULD KNOW
ABOUT THE THREE MAIN DRIVE
LINE ARRANGEMENTS IN CARS:
FF, FR AND MR.

FF: FRONT ENGINE, FRONT WHEEL DRIVE.
FF VEHICLES, SUCH AS HONDA CIVIC,
TOYOTA COROLLA AND RENALT CLIO HAVE A
TRANSVERSE MOUNTED ENGINE,
COUPLED TO A TRANSAXLE TRANSMISSION,
THE ENGINE SITS SIDEWAYS IN THE CHASSIS,
OR EAST-WEST. THIS ALLOWS THE TRANSAXLE
TO COUPLE STRAIGHT ONTO
THE DRIVELINE MEANING THE POWER UNIT
CAN FIT IN A SMALLER SPACE THAN A FR LAYOUT.

FR: FRONT ENGINE, REAR WHEEL DRIVE.
FR VEHICLES, LIKE YOUR FORD MUSTANG,
NISSAN 370Z, AND MAZDA MX6 HAVE
A LONGITUDINAL ENGINE LAYOUT, SO THE
FRONT OF THE ENGINE IS AT THE FRONT
OF THE CAR, WITH A STANDARD GEARBOX
LINKED UP TO IT AT THE FLYWHEEL,
OR SOMETIMES A TRANSAXLE WILL
BE INSTALLED IN THE REAR
OF THE CAR AT THE DRIVESHAFT
FOR A BETTER WEIGHT DISTRIBUTION
(USED IN THE PORSCHE 944).
THE FR SYSTEM RUNS THROUGH A TUNNEL
BUILT INTO THE UNDERBODY, WHERE
THE TRANSMISSION AND DRIVELINE SET UP
UNTIL THEY MEET THE DIFFERENTIAL AND THE REAR
AXLE THAT CONNECTS THE DRIVELINE TO
THE REAR WHEELS.

MR: MID-ENGINE, REAR WHEEL DRIVE.
MR COMES IN TWO STYLES.
FRONT-MID AND REAR-MID.
FRONT-MID IS WHEN THE ENGINE
SETS BEHIND THE FRONT AXLE
BUT IN FRONT OF THE PASSENGER
COMPARTMENT, AN EXAMPLE
IS THE CHEVROLET CORVETTE.
REAR-MID IS THE OPPOSITE, BEHIND
THE PASSENGER COMPARTMENT BUT
IN FRONT OF THE REAR AXLE,
THIS IS THE MOST COMMON
MR SET UP.

WELL,
THE STAFFERS
BOUGHT ME BACK
TO EXPLAIN A FEW
MORE THINGS TO YOU
GUYS.

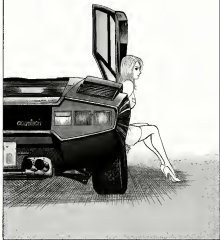
THIS IS SLIGHTLY
EMBARRASSING STANDING
HERE LIKE THIS BUT I
HOPE YOU LEARNED SOMETHING.

ENJOY THE CHAPTER!



#028

Strange Fruit (2)













THAT
LANE CHANGE
WAS SO
RECKLESS!!

THAT'S
BASTARD



DID HE
FORGET
ABOUT THE
CAT'S EYE?

WELL
BOTH OVER
LOOKING!!











AND ENDURE
UP TO THE
LIMIT AND
FULL-BRAKE
ON THE WAY,
EVEN THOUGH
—IT LACKS
—ARS.



HE
COULD
TURN
INTO THE
CORNER
AT THAT
SPEED.

GOOD, THAT
YOU DIDN'T GET
SHAKEN OFF
BY THE
CORNERING
SPEED OF
THE STRATO.



MSRP: 7,499,000 (including tax)

THAT'S
TUNED
THE SAME
WAY AS
THIS
STRATO.



THAT
MEANS
IT MUST
HAVE LOWER
PERFECT
BRAKE PADS
IN THE
FRONT.

THAT GIVES
THEM A
WEAK POINT,
THE FRONT
BRAKES, LOOK
AT FULL
BRAKING.

THE AWI AND
STRATOS, WITH
THEIR MID-ENGINE
LAYOUTS, HAVE A
LIGHTWEIGHT
FRONT AND
NO AWE.



THE CAR
CAN'T TURN.

ONCE FRONT
BRAKES
LOCK.



REGATES
THAT WEAK
POINT.

THEREFORE
A LOW
FRICTION
BRAKE PAD.



SO THEY HAVE
HIGHER BRAKING
POWER THAN
FR CARS
EVEN WITH THE
AFOREMENTIONED
CUSTOMISATION.

MID-ENGINE
CARS PLACE A
HIGH LOAD
ON THE REAR
EVEN UNDER
BRAKING.











WITH
THE SCATS
EYES BETWEEN
THE WHEELS!

HE SLID

THIS
IS
CRAZY